IN FAVOR OF RAPID TRANSIT.

Continue! from Thirteenth Page.

tion in this metropolis are absolutely inadequate to the legitimate demands of the public.

FOR THE UNDERGROUND SYSTEM.

We may start, then, with the proposition that rapid transit is really needed in the city of New-York. The subject has been discussed before us as to the comparative merits of an underground system and one similar to that in use by the elevated from they must be, it can only be on the ground that the interest of the public is so far substitute to the comparative merits of an underground system and one similar to that in use by the elevated from the public is so far substitute to invade private rights and private interests, and the interest of the public is so far substitute to invade private rights and private interests, and that the interest of the public is so far substitute to invade private rights and private interests, and that the interest of the public is so far substitute to invade private rights and private interests, and that the interest of the public is so far substitute the street of values, and the interest of the public is so far substitute whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are entitled in law to it is doubtful whether they are sevent and in the discharge of official properties.

rapid transit is really needed in the city of New-York. The subject has been discussed before us as to the comparative merits of an underground system and one similar to that in use by the elevated roads. It is not the purpose of this Commission to discuss this at any length. They have considered the arguments on both sides, and they can see manifest advantages in additional elevated facilities. It is none the less true, nowever, that after a careful examination of the case with all the facis before them, the Board of Rapid Transit Commissioners, composed of experienced, able and publicipative ditizens acting in the discharge of official functions, have concluded that the only adequate method to satisfy the just expectations of our people was by the underground road. We are inclined to concur with them in this view, although it is did to donour with them in this view, although it is do concur with them in this view, although it is do concur with them in this view, although it is to be durnished. Travellers generally do entertain a prejudice against a system which compels them to to down a long flight of steps, and to hide themselves from the sunshine and the open air for a given length of time. But these incomveniences must be put up with if real rapid transit is to be furnished the people of New-York.

The main attack upon the proposed plan is that Broadway should not be selected for an experiment of this nature. It has been truly said that Broadway is not only the most important street of this city, but probably of any city on this Continent. It is impossible to move a block of pavement on the surface of that thoroughfare without disturbing the interests or the comfort or the convenience of some of our citizens. The experience that they have had in the repaving of Broadway and the building of the cable road must satisfy any ordinary observer that only a great necessity any ordinary observer that only a great necessity any ordinary observer that only a great necessity and profiled in the rights of the travelli

CONFLICTING TESTIMONY AS TO COST. The testimony adduced on the subject of probable cost has been confusing and conflicting to a re-markable degree. The chief engineer of the road, who may be presumed to have given careful atten-

Fransit Commissioners would be allowed to prove the accuracy of their figures and the practicability t their pian. We are convinced that if the road an be built at a reasonable cost it ought to be

PUBLIC NEEDS HAVE PRECEDENCE. It has been suggested by one of the counsel that compensation would have to be made by the city

for the invasion of the vaults, on the ground that

they were easements or "privileges," and were, therefore, provided for in the forty-seventh section of the act.

It does not seem to us that in providing for compensation where "privileges" were taken, such privileges as this were intended. A "privilege" that the city would be called upon to pay for must be an actual, real, living right, which by law cannot be taken away without compensation. Not is it to be presumed that the Legislature will, as was suggested, come to the aid of the property-owners. Assuming that the Legislature may draw from the public treasury for the purpose of relieving the property-owners from a situation which does not permit any legal form of relief, it is at least doubtful whether such a form of eleemosynary bounty would commend itself to the people or to their representatives. The case presents itself, therefore, as one in which, so far as your commissioners are able to form a judgment, these vaults, which constitute in fact a valuable part of the property, must be taken away, and it is not without reluctance that we have reached the conclusion that the public needs must override the equitable considerations which have been so forcibly presented by the Broadway owners.

We do not consider the objection a weighty one, which rests upon the necessity of underpinning and shoring up these buildings. While much discussion was had as to the extent to which this should be done, some insisting that it would be extensive and costly, and others that it would be trifling and inexpensive, the fact is that the property must be protected, and provision must be made for such protection in building the road. To this extent the owners have the law on their side to guard their interests and to indemnify them against injury. That their business will suffer is probable, although we are inclined to believe that, if proper precautions are taken, the injury will be insignificant, as compared with their pessimistic antiepations. It is natural that men engaged in large and important transactions, and who have

periment; they are in use in London, Glasgow, Baltimore and other cities. Electricity has superseded such polluting agents as coal and oil, thereby disposing of the main objection to underground travel, which has been heretofore inseparable from can be built at a reasonable cost it ought to be built. We are equally convinced that we shall never know whether it can be so built until an opportunity is given to competent contractors to say whether they will or will not undertake the construction of the road. Until then experts will differ, and non-experts may guess, with advantage to no one. We have not overlooked the interesting testimony given by ex-Mayor Hewitt. No man is entitled to speak on that subject with more authority than he. Hut we do not conceive that it is part of our function to discriminate between various routes and plans of construction. Moreover, Elm-st, which he prefers, is in a transition condition, and great delay would ensue if a change were now made and that route adopted.

It is proper to add, moreover, that the Rapid Transit Commission has had both plans before it, and has concluded that Broadway, the great artery of travel on this island, is from the mere fact of its predominance as a populous street the proper avenue for such a road. From that contention we are not inclined to dissent. Indeed, we are disposed to think, after hearing ex-Mayor Hewitt, that should the Broadway underground road be constructed and provote a success, Elm-st, which has been heretofore inseparable from a foul and unhealthy atmosphere. Immunity from storms, an unencumbered road, the ability to use four and which cost nothing, the incidental improvement of our system of pipes, the suppression of noise, the freedom from danger to travellers on to its state appointed a commission of the suppression of noise, the freedom from danger to travellers on the suppression of noise, the freedom from danger to travellers on the suppression of noise, the freedom from danger to travellers on the suppression of noise, the freedom from danger to travellers on the suppression of noise, the freedom from danger to travellers on the suppression of noise, the freedom from danger to travellers on tages of an underground system. It has been devoted the Engineer of New-York, th

Hewitt spoke in such high and deserved terms of eulogy, did also, with other eminent men, give his opinion in writing to the same effect. In addition to this valuable testimony, we see other cities anticipating us in the adoption of that method of transit. We are now in a position where it can hardly be said that we have a choice between sub-surface and elevated roads. Conceding that the latter should have every facility given them to increase their accommodations, it may be taken for granted that in view of the enormous expense incident to a system of construction which involves the taking of valuable prevate rights, our people would not consent to devote other main arteries of travel to elevated structures. That our citizens will be inconvenienced for a time by the adoption of this plan, if a contractor shall undertake to carry it out, no one disputes, but this consideration, in the opinion of your commission, must be overlooked in comparison with the enduring benefit which would be conferred upon our city were the plan of the Board of Rapid Transit Commissioners carried into effect.

The stimulus that it would give to our city it is almost impossible to conjecture, and, therefore, while they have given due consideration to the objections of the Broadway owners, and have not been disposed in any way to minimize them, your Commissioners are of opinion and do hereby determine and report that the route proposed by the Board of Rapid Transit Commissioners ought to be adopted, and that the railway determined upon by the said board ought to be constructed and operated.

The report of the Supreme Court Commissionhattan stock, and only 100 shares of Metropolitan were sold. The Metropolitan showed a loss of one point from the last previous transac-

THE NEXT STEP.

Lewis L. Delafield, secretary of the Rapid Transit Commission, when informed of the reand specifications of the rapid transit railroad.

It may be a month before the constitutional questions involved can be argued before the Appellate Division of the Supreme Court, and it

The country of the co



MACHINE MEN NOW.

DESERTION TO THE PLATT-LAUTERBACH EXCISE COMMISSIONER MURRAY, JULIUS M. MAYER AND JOHN J. COLLINS GO OVER-

to the blandishments of the Platt-Lauterbach ma-chine, and will join with the "roll-padders" of the NVth Congress District to defeat the election of Anti-Machine Republicans as delegates to the St. Louis National Convention. Commissioner Mur-ray's desertion of the cause of honest politics is regarded as more noticeable in political circles be-cause he has long posed as an Anti-Platt man of the cause he has long posed as an Anti-Platt man of the most stubborn and uncompromising description. He was Theodore Roosevelt's candidate for Excise Commissioner, and Mr. Roosevelt made several trips from Washington before his own appointment as Police Commissioner to urge upon the Mayor the long of Mr. Murray as the one man to till the selection of Mr. Murray as the one man to fill the place. He posed as a radical exponent of honest polities with so much success that William Brook-field, General Anson G. McCook, Cornelius N. Bliss and other well-known Anti-Machine Republicans joined in the application to the Mayor for his ap-

clandestine interviews with Thomas C. Platt and Edwill use his official, personal and political "pulls" against the Anti-Machine Republicans at the pri-maries of the XXIXth Assembly District on March 16. Mr. Murray's immediate reward will be, it is understood, a place as delegate to the Republican National Convention from the XVth Congress Dis-

In a square fight this district should elect Anti-Platt delegates. The Platt men were bragging yes-terday that they would capture the district and elect Joseph Murray and David Friedsam to the National Convention.

There was also a report that Mr. Friedsam had been induced to step aside in favor of Mr. Lauter-bach, who has concluded that he would prefer going bach, who has concluded that he would prefer going to St. Louis as a district delegate than as one of the "Big Four." It is well known that Governor Morton is dissatisfied with the plan to make Mr. Lauterbach a delegate-at-large, and would prefer to have General Benjamin F. Tracy go to the Na tional Convention in that capacity. A place for Mr. Lauterbach must, therefore, be made in the dele gation from his district, and for this reason Mr. riedsam's berth was wanted.

But machine politicians said yesterday that it had been decided to ignore the Governor's wishes in this regard, and that the original scheme to send Lauterbach as a delegate-at-large, with Messrs. Depew, Miller and Platt, would be adhered to whether Mr.

from Congressman Josiah Patterson, saying that he would speak in Moberly, Mo., on Monday evening. March 16; in St. Joseph on Tuesday, and in Kansas City on Wednesday evening. He expressed a willingness to divide time with Congressman R. P. Bland on condition that the latter should agree to assume the affirmative side of the proposition that this country should independently pass an act for the free and unlimited coinage of silver at a ratio of 18 to 1. Ex-Governor Francis at once telegraphed to Mr. Bland, informing him of Mr. Patterson's desire for a Joint discussion. For answer he received a telegram containing one word, "No."

THE MOHAWK LAUNCHED AT CHESTER.

Chester, Penn., March 7.-The freight steamer Mohawk, which is being built at Roach's ship-yard for the New-London Steamboat Company, and which recently stuck on the ways, when an and which recently stuck on the ways, when an effort was made to launch her, was successfully floated this morning. Work on the vessel will be rushed. The Mohawk is one of the two freight steamers which are being built at Roach's ship-yard for the New-London Steamboat Company, to run in connection with the Central Raliroad of Vermont. The steamer's dimensions are: length over all, 280 feet; breadth of heam, 60 feet; depth of hull, 19 feet. Her displacement will be 2,100 tons on a twelve-foot draught. Her engines will be of the triple expansion type, and the boat will probably be able to make fifteen miles an hour. She will be one of the most complete freighters in the country. The Mohegan, the sister ship, is about one month behind the Mohawk. ALIX LOST TO NEW-YORK.

THE REPORTED SALE OF THE TURF QUEEN WAS ERRONEOUS.

LEWIS G. TEWKSBURY WANTED THE FAMOUS MARE TO DRIVE ON THE ROAD-HER EX-TRAORDINARY RECORD-THE HIGHEST DEVELOPMENT OF THE AMERICAN

New-York horsemen will regret to learn that the report which gained circulation yesterday touching the purchase of Alix, 2:03%, by Lewis G. Tewksbury, the Broadway banker, who owns the famous pacer Mascot, 2:04, was premature and erroneous. A few of Mr. Tewksbury's friends of the road have known for ten days that he was negotiating with Monroe



Salisbury and Morris J. Jones, the joint owners of Alix, for the purchase of the bright, particular star of the trotting turf, that came out of the West with such a sunburst of glory in 1893 and dethroned Nancy Hanks in 1894; but, instead of the pending negotiations having been carried on to a successful issue, as reported yesterday, they resulted in failure, and the peerless little mare is accordingly lost to New-York.

Mr. Tewksbury has kept appreciative watch of in the metropolis a fortnight ago, in company with the rest of the Salisbury horses, he approached the California turfman with an offer to buy her. Mr. Salisbury named his price, and Mr. Tewksbury accepted it, so that a week ago the sale was apparently on the point of being made, but Mr. Jones, the Iowa farmer, who owns a half-interest in Alix, was yet to be heard from, and he steadfastly de-clined to talk business. After waiting a week for a Mr. Tewksbury became disgusted and told Mr. Salisbury that the deal was off. It was said that the California turfman was not at all pleased with the course of his partner, and when negotiations Mr. Jones will have to do the selling, for he, Salisbury, will never make another effort in that direc-

second-st., he said: "I am disappointed at the outsince I saw her at the Horse Show two years ago. She is one of the most beautiful, affectionate and intelligent animals that I ever saw, besides being the fastest trotter in the world. I wanted her to

The annals of New-York road riding are dotted with the names of many ex-champions, but none since Robert Bonner first gave way to the longing to own the fastest trotters in the world, and his purchases of Dexter, Rarus, Maud S., Sunol and many other stars of the first magnitude in the equine firmament gave the proprietor of "The New-York Ledger" a fame and a popularity that were unique. Frank Work and Major S. N. Dickinson, with such teams as Edward and Dick Swiveller, Maxey Cobb and Netta Medium, and Aubine and Zembia, and the late William H. Vanderbilt, with Maud S. and Aldine, and Aldine and Early Rose, conferred on team trotting tone and dignity and gave it history. And then to name even the fastest of the fast trotters that have served the pleasures of New-York's notable citizens "on the

road" would be an almost endless task. RACING HISTORY OF ALIX.

The racing history of Alix is notably brilliant. She was bred by Daniel Hayes, at Muscatine, Iowa, and was foaled in 1888. Patronage, her sire, was a came the sensation of the hour in the autumn of "best-on-record" by buying him at public auction at Louisville, Ky., Alix was Atalanta, by Attorney, a son of Harold, the sire of Maud S., 2:08%. In breeding Alix represents a rich and productive combination of the blood of the two great foundation branches of the trotting breed—Hambletonian and Mambrino Chief. When the filly was a yearling she, with the rest of Mr. Hayes's stud, was sold at auction in Chi-cago, and her purchaser was Morris J. Jones, then of David City, Neb., the bid being \$775. She was judiciously trained, and in her three-year-old form

judiciously trained, and in her three-year-old form won wide reputation, ending a busy season with a record of 2.184. fast indeed for a three-year-old drawing the old-fashioned, high-wheeled suiky. As a four-year-old she was a star of National prestige, ending the season with a record of 2.10, the champion figure at that time for a four-year-old. In her five-year-old form she demonstrated herself not only the best race mare of that year, but the best that had ever come out.

In the never-to-be forgotten contest at Washington Park, Chicago, at the World's Fair, for the Columbian Free-for-All \$15,000 Purse, after a nine-heat struggle protracted over three days, in which a half-dozen of the greatest trotters in training were combined against her, Alix won the most remarkable race ever trotted. In the first heat sha trotted in 2.09%, the fastest heat ever won in a race up to that time, while the ninth heat was trotted in 2.29%. That race stamped the five-year-old mare as the greatest racemare of any age, and, though at that day Nancy Hanks held a faster record, Alix was always referred to by common consent as "the racting queen."

The next season, 1894, she made clear her title to the championship in every sense. The greatest horses in training went down before her, singly and

The next season, 1894, she made clear her title to the championship in every sense. The greatest horses in training went down before her, singly and in formidable fields, until she had nothing left to heat. She not only, at Galesburg, Ill., trotted in 2,333, thus lowering the world's record, but in a race at Terre Haute she won three heats in 2,06, 2,981, 2,9834, which are the fastest three consecutive heats ever trotted in the world. She ended the season of 1894 the acknowledged queen of the turf.

NEVER IN THE BEST HANDS.

It is-worthy of note in considering Alix's place in trotting history to remember that she was never if the hands of a really first-class driver and trainer Mr. Jones, who is not a professional; the driver who guided her in 1892 and 1893 never before had a first-

Mr. Jones, who is not a professional; the driver who guided her in 1892 and 1893 never before had a first-class horse in his charge, and her driver of 1894 was a man of moderate skill. Brilliant as is the racing record of this phenomenal mare, one can only imagine what it might have been had she, for instance, had the benefit of the ripe experience and masterly handling of such an expert in his profession as M. E. McHenry.

Not all the trotting champions have been animals of unexceptionable form. Maud S., in her prime, was a fine mare in individuality; Goldsmith Maid was not at all beautiful; Sunol's eccentric structural lines would prevent her from ever being chosen as a model, and the later champion, Nancy Hanks, though a finer mare than either of the three which preceded her in the championship honors, is not above criticism as an individual. But in form, as in speed and racing merit, Alix distinctly out-classes the "big four" that in turn wore the crown before her. She is individually above reproach, and is one of the best specimens—indeed, taking all things into consideration, probably the very best—we have of the American trotting type developed to the highest degree of excellence. Her formation is not only catching, handsome, elegantly proportioned and gracefully finished, but it meets the most critical analysis. She is a beautiful bay, of medium size, with a slight star in her forehead, magnifeently proportioned and turned, of great spirit and courage in harness, but of gentle disposition and remarkable trustworthiness and intelligence.

SUICIDE OF A LAW STUDENT IN BOSTON. Boston, Mass. March 7.-Alger Vincent Allen, that years on, a student at the Boston University Law School, was found dead in a room in Brigham's Hotel late yesterday afternoon. A vial that had contained morphine was found in the room. He had written letters to his brother and his wife. Allen came from Claremont, N. H. His father was a New-Hampshire Judge. His relatives were surprised to learn that he was married. They believe that his mind was disordered.

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